

WORLD'S FAIR RATES.

No More Reductions Likely to Be Made.

WILLIAMS-FITZGERALD MILL.

The Passenger Traffic Statements Rather Rosy Hued.

Southern Pacific Bonded Indebtedness—Earnings of the Milwaukee, Illinois Central and Northern Pacific—The Veteran Firemen.

After standing almost doggedly for an entire month on an agreed rate to the world's fair, and encouraged at business within the last thirty days, it now seems certain that there will be no further reduction in Chicago rates. Chairman Caldwell has said in open court that he will use all efforts to maintain the present rates. That he is living up to this line of argument is plainly apparent through his ruling that no line in the Western Passenger association shall use the Southern Pacific \$18.15, Southern California points to the Missouri river, for basing purposes on coast business by way of Denver and Ogden. Mr. Caldwell states as a reason for so ruling that to take advantage of the Southern's rate would be to invite demoralization.

Another proof of this determination on the part of the zealous chairman is that he has refused to investigate the charges brought against the Santa Fe. It is alleged that the Santa Fe had carried two carloads of people from the Indian territory to Chicago at a reduced rate. As soon as it was learned that such an investigation was contemplated, the Santa Fe sent down word that it would in turn bring similar charges against three other roads, one of which was the Rock Island. The ground for complaint against the line grew out of the contract to haul the G. A. R. members to Indianapolis three weeks ago. The tariff rate for this gathering was \$20.00 per carload. It is said the Rock Island hauled the veterans for exactly \$21.50, but in this it was hardly more blame-worthy than at least two other lines, either of which just lost the business by \$1.50.

When one local representative of an eastern road was approached for proof of the Rock Island's cut, he answered his general passenger agent that he "would not doubt be able to prove beyond a doubt that the Rock Island cut the \$26.55 rate for the reason that we offered to haul the party for \$22, but it is a question in my mind if you could afford to give this information to the Santa Fe to support its case."

Inquiry of General Agent Colbran of the Santa Fe, Denver, Passenger Agent of the Denver & Rio Grande and representatives of other lines results in the general impression that the next move will be to raise rather than lower the rates. As E. G. Davidson, traveling agent of the Erie, put it:

"With reduced train service all trains are running comfortably filled. East of Kansas City and Omaha the trains are running crowded, and passenger men realize that as the end of the fair is approaching and the weather becomes more pleasant for traveling people will go to Chicago, and if the rates are not lowered or the other would not cut no figure with them."

THERE IS A BIG WAR ON.

The Question of the Lease of the Wisconsin Central.

MILWAUKEE, Sept. 19.—The question of the lease of the Wisconsin Central road to the Northern Pacific is not likely to be settled in the very near future unless the argument in progress before Judge Jenkins and Seaman terminates abruptly. David S. Wigg, representing the Chicago & Northern Pacific, began an argument on the intervening petition yesterday afternoon, and is still arguing. Wigg takes the ground that the Northern Pacific owes the Chicago and Northern Pacific, which it is supposed to have leased through the Wisconsin Central and that the obligation is not an ordinary one, but the obligation which requires the Chicago & Northern Pacific to receive the lease of the Wisconsin Central.

Wigg charged the Northern Pacific with going back on its word, and that it was not to be held to its word. He said that the Chicago & Northern Pacific had agreed to lease the Wisconsin Central for a term of years, and that it was not to be held to its word. He said that the Chicago & Northern Pacific had agreed to lease the Wisconsin Central for a term of years, and that it was not to be held to its word.

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Brayton Ives, Donald McKay, J. Horace Harding and Winthrop Smith.

Coupling This.

The "Jane" theatrical company will go to Provo today over the Union Pacific. Dr. Edward V. Silver left New York last evening, going over the western and connections.

T. G. Hanway and T. B. McKean and wife of Heber left last evening for Chicago over the Western.

Frank B. Stephens and wife and Mrs. John Lollin and two sons left last evening for Chicago over the Western.

Col. and Mrs. Blount and J. W. Wilcox leave for Chicago tomorrow over the Union Pacific. John H. Powers will go to St. Louis.

The Veteran Firemen will come in today from San Francisco over the Western and will stop over until tomorrow evening. They come in a train consisting of five cars. About 100 persons compose the party.

The estimated gross earnings of the Northern Pacific for the month of August, 1893, were \$1,866,511. These figures compared with the actual gross earnings for the same period in 1892, \$2,272,093, show a decrease of \$405,582.

The net earnings of the Illinois Central for July amount to \$331,404 as against \$295,902 for last year. The gross receipts from traffic for the month of August are estimated at \$1,854,000. The receipts for August, 1892, were \$1,591,017, an estimated increase of \$262,983.

The annual report of the Chicago, Milwaukee & St. Paul for the year ending June 30 shows gross earnings amounting to \$33,975,033 as against \$32,283,508 for 1892, operating expenses \$22,483,107 as against \$20,815,084. The surplus is \$11,491,926 as against \$11,468,424.

The directors of the Southern Pacific at a meeting in San Francisco, on Sept. 13, decided to issue \$50,000,000 of 5 per cent. bonds, secured by a first mortgage on all the road's property in California. The purpose is to retire all the earlier bonds, amounting to \$50,000,000, and bearing 6 per cent. interest. The remaining \$40,000,000 will be expended, it is reported, in building new lines.

This action will not increase the bonded indebtedness. Originally the California lines were mortgaged for \$40,000,000 a mile, but this has been reduced, through the sinking fund and by the sale of lands, to \$22,500 a mile.—Railroad Gazette.

THE DEATH ROLL.

Alexander Galt.

MONTREAL, Sept.—Sir Alexander Galt, retired Canadian statesman, died this morning.

Quarantine Against American Cities.

MADRID, Sept. 19.—The government has declared a quarantine from Aug. 31 against cholera at Jersey City and 165 other cities around it, and against Tampa, Fla., and 180 kilometers around it on account of yellow fever, from Sept. 1.

The Epidemic Inevitable.

WASHINGTON, Sept. 19.—Advice from Brunswick, Ga., as to the effect that yellow fever pervades every part of the city and an epidemic seems inevitable.

"Do you believe Schiller when he says that the best woman is the one whom nobody talks about?" "I rather think it is the one who talks about nobody."—Plautus.

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THE HERALD Publishing company will deliver FREE to every paid up subscriber to the daily or semi-weekly HERALD, post-paid, or to every such applicant at the counting rooms, their choice of one of the famous Mathew-Northrup vest pocket series "Up to Date" maps of the United States, or combined Idaho, Wyoming, Oregon, Washington and Montana.

These maps have become celebrated for their wonderful accuracy and combined fund of general information. The state maps show all the cities, towns, villages, all railroads are not made in straight lines as usually shown in advertisements, but curved as they really are; all cities, towns and villages, all mountains, lakes and rivers, and hundreds of small towns not shown in postal guides or in ordinary maps.

The historical and descriptive matter is both highly interesting and pleasing, dwelling on the educational, farming, mining and manufacturing merits of each respective state, in fact, covering completely all of all desirable information pertaining to the states named. These maps, generally conceded to be the most valuable "up to date" publications possible to obtain, will be presented FREE to every fully paid up subscriber, new or old, but not to delinquents. In ordering state maps plainly what you want.

SALT LAKE COUNTY.

A Complete Directory of the Officials of the County Government.

The county court meets at the court house on the first and third Mondays in each month.

Chairman—Hon. Jacob B. Blair, probate judge; members, Herman Bamberger, Salt Lake city; Joseph R. Morris, Salt Lake city; John P. Cahoon, Murray; H. V. Meloy, clerk.

Clerk—H. V. Meloy. Recorder—Joseph Lippman. Assessor—William J. Lynch. Collector—P. J. Leavitt. Deputy Collector—H. P. Lytle. Attorney—Walter Murphy. Sheriff—William McQueen. Treasurer—W. P. Lynn. Surveyor—Edwin Haviland, jr. Superintendent of Schools—David B. Allen.

Justices of the Peace—Salt Lake city, First Municipal ward, Durbin S. Whitcomb; Second Municipal ward, Clarence W. Hall; Third Municipal ward, John L. Nebeker; Fourth Municipal ward, George E. Blair; Fifth Municipal ward, W. W. Gee.

Big Cottonwood—H. R. Stevenson. Bingham—B. B. Quinn and G. P. Turnbull.

Ridgeway—W. W. Merrill. Butler—N. H. Steaker. Draper—John W. Smith.

East Cottonwood—Samuel Oliver. Farmers—Sam W. Tarbell. Fort Herriman—Heber Crump. Granite—W. Thompson, jr. Granger—Richard Wilkins. Hunter—William Hild.

Little Cottonwood—C. H. Collins. Mountain Dell—B. Dickson. North Point—J. B. Brighmore. Pleasant Green—Edward Lambert. Kiverton—Charles E. Miller.

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P. GREEN SEES THE FAIR.

Along with the Tabernacle Choir and Others.

He Was Not Bumped—Incidents Along the Route—The Various Places of Interest Visited.

It was with some misgivings that I would be bumped or get lost, that I persuaded my mother to pack my little red five gallon grip with what few things I had remaining in my wardrobe and turn me over to the buffetings and other horrors of the fair.

The fact that I had never seen a town where people stay up over night in order to catch the breakfast train, and that people who see me invariably try to steal me, added more or less to my mother's uneasiness, and with true motherly instinct she knew "somebody would happen."

However, with several admonitions to "be good to yourself," court plaster, needles, buttons, soap, umbrella, overcoat, gold watch, and a pale yellow book entitled, "How to Eat in Society Although Not Built That Way," I chased a street car until the kind and indulgent car-starter noticed I was about ready to drop and stopped the car while I paled my nerves.

Arriving at the Union Pacific depot, from which we were to embark, I found that about four or five thousand people, having heard I was going, had assembled to give three cheers for me, and a tiger.

It was certainly a grand sight and will never be forgotten by those who saw me graciously standing on the tail of the train so that everybody could see me for nothing, and all the time waving a clean handkerchief which I afterwards discovered had a large ventilator in it that the Hibbard lady who manipulates the laundry had omitted to mention.

The conductor then called me, so that he could all the more readily count me, as he was working for the railway company and had orders to count everybody, poor or rich.

To one of my sensitive nature who usually travels on a pace, you can readily imagine the pain of the experience of being counted by a coarse, unyielding conductor who had recently assisted in the festivities attendant upon reducing a "hot box" on the engine and who still smelled of axle grease, and who viciously punched my lovely pink ticket three (3) times. Fancy how you would feel, gentle reader, to be all alone in the world with six holes in your ticket.

I then circled my arm about my train distributing my celebrated smiles, head-on the powder, etc., freely and voluntarily as may when a man plays his pew rent.

I will now stop aside for a moment and let the choir step in. Everybody will please hang on to the hand rails and hold onto the hand toots, and the horny-handed sons of toil to whom I have distributed free tickets will please applaud as I make my salutes.

There were over 400 persons at the train. Two hundred and fifty of these were singers, or otherwise musical, one of which I was not whom, occupying as I did the conductor and more courteous and intelligent fragmentary and lacerated tickets found in the ancient tin box with the funnel-shaped opening which you always see at the door when you go into or up to the show, dependent upon the character of society in which you "circulate."

The 400 who went along were not all members of the society for the formation of the fair, but were a miscellaneous lot, but were more or less miscellaneous, some of them being so lost to all sense of the refined as to take along several things, consisting of canned fruit, chicken, sponges, cake, pie of various hues, the internal arrangement of which was in some cases very touching, and the upper crust very decorative and elaborate.

I saw a revolting fireworks after the fair, the World's fair which called back the piece of pie that never came. Hard boiled eggs (of which I took the census, finding 400) of the most various hues, (red, blue, green, yellow, etc.) were seen, and I saw a revolting fireworks after the fair, the World's fair which called back the piece of pie that never came.

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Here I might remark was where a great number of our party indulged for the first time in life, in a drink of water from a bright electric blue glass bowl. This was entirely unintentional on our part, as we afterwards explained amid exclamations and other things of the kind (pronounced after) which I did not learn the names of. Kansas City is a busy, smoky city. You can scarcely see the proverbial hand before your face for smoke some of the time. I brought half a lung full back among my souvenirs.

At the concert we caught the audience a little less enthusiastic than at Denver, but highly appreciative of the music. We were first invited to go in a body to the chamber of commerce, more commonly spoken of as the stock exchange. We were welcomed by the mayor. Speeches were made and thousands came to see what we looked like. I think most of them went away disappointed as to our looks. They were delighted when the boys sang some of their choruses, and applauded and yelled till one might have suspected pandemonium was lending a hand and vocal chord or two. At the Auditorium, which is a immense theatre, we had a rousing audience. The girls all looked their prettiest in their dainty white dresses. Everybody sang splendidly, and each one made a hit. Back to the train and off for Chicago. No more work until the great contest at the World's fair.

Arriving at Chicago we struggled away over the various car lines to our hotel, the Columbian Central, which was within one block of the Sixty-second street entrance to the fair, the central building being just as you enter. It is the credit of this magnificent, Messrs. Clawson and Whitney, that we were so conveniently located. And although we had to put up with some inconveniences, such as having to stand up in your own bed to disrobe, we were fortunate in obtaining such quarters. It is true that my room was "onward and upward"—that is, I went up five floors in a building, and then, and then as far upward as it reached—but had a glorious view of the Ferris wheel and the Midway Plaisance. (You will please excuse the way I say "Midway Plaisance," as it is not a proper name, but a general term for my station.) I generally skipped the word, and said "down under where they sell things." I had only one fault to find with the hotel, the bathrooms instead of being made smooth and curving, like a corkscrew were hard and rough, and came to abrupt terminations which prevented my getting downstairs with any grace. I was not averse to the wards after that, which proved less painful. With these few words I will, with your kind permission, leave the hotel "hot box" on the engine and who viciously punched my lovely pink ticket three (3) times. Fancy how you would feel, gentle reader, to be all alone in the world with six holes in your ticket.

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